

**Executive Committee for Highway Safety  
Speed Working Group  
Meeting Minutes; Mtg. #2  
May 25, 2004**

**Location:**

Triangle Transportation Management Center, Trenton Road @ 10:00 a.m.

**Committee Members in Attendance:**

Kevin Lacy	Kimberly Overton	Joe Geigle	Gaines Weaver
Bill Stout	Ron Allen	Doug Robertson	Ron Hughes
Liz Babson	Lt. Richard Bryant	Maj. Mark Johnson	F.Sgt. Everett Clendenin
Jackie Johnson	Heath Gore	Cliff Braam	

**Scribe:**

Cliff Braam

**Minutes:**

- The meeting began at approximately 10:05 a.m.

**Task I – Action Items from Last Meeting**

- Cliff provided the group with a set of graphs containing additional data analyses for various areas that the group had asked for in the previous meeting. The group spent a few minutes reviewing these and no one had any additional questions.
- The group had wanted to compare N.C.'s data to the U.S in the areas of alcohol and speed to see how N.C. compared. This data was extracted from the Fatal Accident Reporting System (FARS) database as follows:

**2002 Fatality Data**

Category	U.S.	N.C.
Total Fatalities	42,815	1,575
Involving Alcohol	15%	13%
Involving Speeding	27%	32%
Involving Alcohol & Speeding	6.5%	6%

- Cliff mentioned that DOT is in the process of establishing a web site so that we can post and make available to everyone information for the Executive Committee for Highway Safety as well as each of the six working groups that have been established. This should be available within the next 30 days (end of June).

**City of Charlotte Initiatives**

- Next, Liz gave a presentation on Charlotte's "Speed A Little, Lose A Lot" campaign to address the issue of speed and its affect on crashes and injuries. The presentation was distributed to everyone and will also be posted on the web site once it is established.

- Liz also talked about Charlotte's "SafeSpeed" program, which involves photographic speed enforcement. This program will deploy 3 vehicles equipped with photographic speed enforcement technology that will be utilized 6 days a week for 18 hours each day on 14 corridors within the city of Charlotte.
- Next Liz showed the group a DVD containing TV public service announcements that they are using along with the billboards and radio ads to educate people about the issues of speeding.

### **Relation b/t Speed and Roadway Design**

Ron A. provided the group with a general overview of how speed is taken into consideration in the design of a road and how the design speed affects various variables used in highway design. Ron provided the group with a handout summarizing the information. The handout will be posted on the web site.

### **Task II – Charge of the Working Group**

- Cliff reminded the group of the overall charge of the group. Essentially, the group needs to develop a Plan of Action that can be presented to the ECHS that details the issues, solutions/countermeasures, resources needed (people and financial), advantages/disadvantages of the different solutions, potential barriers to implementation, legislative actions if needed, etc.
- It was also noted that although there was not set deadline for the group, it is important that the group show that we are making progress and moving forward in a positive manner. While we do not have an assigned deadline, this does not indicate that this is an effort without expectations or a deliverable in a timely manner.

### **Task III– Group Discussion**

There was much general discussion concerning the issue of speed and how the group needs to go about addressing it. Listed below are some of the highlights of the discussions.

<b>Name</b>	<b>Discussion</b>
Kevin	<ul style="list-style-type: none"> <li>• The group needs to begin looking at developing a Work Plan so that we have a sense of direction, deliverables and can make assignments to get things done.</li> </ul>
Bill	<ul style="list-style-type: none"> <li>• GHSP is looking to kick off a campaign to address speed hopefully in the fall of this year.</li> </ul>
Kevin	<ul style="list-style-type: none"> <li>• Need to look at some of the major items that impact the speed issue such as the adjudication process. This is an area where we perceive that there are issues as related to tickets getting reduced or dismissed. It would be beneficial to talk with a district attorney or judge to get their point of view before we move to far forward with what we perceive the problem to be.</li> </ul>
Gaines	<ul style="list-style-type: none"> <li>• There are 2 parts to having a successful deterrent. 1) the likelihood of getting caught and 2) the punishment when you get caught. Presently, most people consider their chance of getting caught to be pretty slim and if they do get caught, they feel that it is highly likely that the repercussions will be minimal if there are any at all. This mindset needs to be changed.</li> </ul>

	<ul style="list-style-type: none"> <li>We need to look at increasing the fines. Possibly even having huge penalties for issues such as excessive speeding (&gt;15mph over the posted limit); possibly going so far as to confiscate the vehicle as with DUI now.</li> </ul>
Doug	<ul style="list-style-type: none"> <li>We need to look at all potential areas for improvement. Without addressing all of these collectively, improvements are not likely to have the desired effect. We need to look at the education, enforcement, adjudication, engineering all together.</li> <li>The problems need to be attacked from all angles at once.</li> </ul>
Kim	<ul style="list-style-type: none"> <li>We need to get the public and the D.A.s to realize that if speed was involved in a collision, then the event was not an “accident”, it was a crash.</li> </ul>
Kevin	<ul style="list-style-type: none"> <li>We need to understand the issues within the various areas before we can begin to address them.</li> <li>Litigation issues are coming up in nearly all of the working groups as an area of concern. We may need to consider talking to a judge, a D.A., etc.</li> </ul>
All	<ul style="list-style-type: none"> <li>Need to be able to pull up a judge’s conviction rates. The present system is capable of doing this, but are they willing to do so. This is public information that is difficult to decipher.</li> </ul>
Kevin	As of now, this is all speculation. We need to approach the judges and D.A.s and get their input. Have to hope that there are not integrity issues within the system.
Doug	<ul style="list-style-type: none"> <li>One idea would be to approach recently retired judges. They may be more open since they should possibly be less guarded about sharing information.</li> </ul>
Maj. Johnson	<ul style="list-style-type: none"> <li>Need to get the “top dogs”. Start at the highest levels.</li> </ul>
Kim	<ul style="list-style-type: none"> <li>It is possible that the various levels within the judicial system are not aware of all of the issues at the different levels, therefore, they may approach the issues differently.</li> </ul>

- The allotted 2 hours for the meeting expired and another group was waiting on the conference room, so the meeting was adjourned prior to finishing out the agenda.
- It was decided that the next meeting we would resume the conversations and that the group would begin to develop a Work Plan.
- The meeting was adjourned at 12:10 p.m.

### Action Items:

Name	Item
All	Be thinking about what components need to be included in a Work Plan for the group. If you would like to see some examples of work plans that have been developed for other projects within Traffic Engineering, please let Cliff know.

Gaines	<ul style="list-style-type: none"> <li>• Investigate the possibility or what would be involved to applying additional penalties/fines to citations involving speeding. Look at the laws (if there are any), etc.</li> <li>• What would need to be done to establish a fine structure and then dedicate the revenues from these fines to fund enforcement efforts?</li> </ul>
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NEXT MEETING: June 28<sup>th</sup>, 1:00 p.m. – 3:00 p.m., TMC conference Room